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No. 16,746 號六十四百七千六萬一第 日三十月一十年亥辛 HONGKONG, MONDAY, JANUARY 1st, 1912. 一拜禮 號一月正年一十百九千一英港香 PRICE, \$3 PER MONTH.

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[a26]

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Hongkong, 1st September, 1910. [a43]

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[25]

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The Daily Press.

HONGKONG, JANUARY 1st, 1912.

The year just closed has been one of stirring
events in many countries. Civil war in
Mexico; military operations and political
complications in Morocco, threatening to set
all Europe ablaze; war between Italy and
Turkey; trouble in Persia; and revolution
spreading over the wide empire of China,
to say nothing of the warlike waged
between Capital and Labour in many
countries, most notably in Great Britain—
are among the most striking events in the
history of the year. In a different category
stands the historic conference in London of
delegates from all the self-governing colonies
of the British Empire, laying solid founda-
tions for such a confederation or coalition
of free and self-governing communities as
the world has never seen before. Next in
chronological order we have the magnificent
spectacle of the King's Coronation, which
was an occasion for popular rejoicings on an
unprecedented scale throughout the Em-
pire, and afforded a striking ratification of
the proofs of imperial unity given by the
conference. We pass in the list the Royal
visits to Ireland, Scotland and Wales, and
the investiture of the PRINCE OF WALES in
the ancient castle at Carnarvon, and come,
in the last month of the year, to the
King and Queen holding a Durbar in the
ancient capital of the Mogh Empire and
receiving the homage of the Indian
princes amid every manifestation of
loyalty on the part of the peoples of
India. The fact that this is the first time
a British Monarch has visited his Indian
Empire adds much to the historic interest
of the visit. There are at least two other
notable happenings in the British Empire
which will make the year 1911
memorable. One is the protracted and
bitter conflict between the two
Houses of Parliament ending in victory
for the Commons; the other is the practical

proof of loyalty to the Empire given in
Canada by the overwhelming defeat at the
polls of the proposal to conclude a recipro-
city agreement with the United States, which
many on both sides of the border felt would
have ultimately led to the absorption of
Canada by the United States. In Asia,
apart from the Durbar at Delhi and the
Coronation of the King of Siam at Bangkok,
the outstanding features of the year have
been the plague epidemic in North Man-
churia which led to an international con-
ference of medical experts who assembled at
Mukden; the international conference on the
opium traffic which met at Shanghai,
followed a few months later by an agree-
ment between Great Britain and China
for stopping the importation of opium from
India as soon as the production in China
has been completely suppressed; and—
greatest event of all—the revolution in
China. The spread of the rebellion was an
enormous surprise to everyone, especially
after the abortive outbreak at Canton in
May, which the authorities effectually put
down. Everyone knew Canton to be a hotbed
of rebellion, and it was in the southern
metropolis that everyone expected to see
the standard of revolt first raised when the
time was deemed ripe for action. It was by
a mere fluke that the rebellion started in
Wuchang, but the fact that within the short
period of two months fourteen out of the
eighteen provinces had declared their in-
dependence of Manchu rule, shows how well
the movement must have been organised.
Whether the close of 1911 puts a definite
end to the Manchu dynasty cannot be
answered now. A Republic for all China
seems to most men an impossibility. One
might as well talk of one republic for
Europe, or one for India, which would be
still less possible. We do not venture
on prophecy, but leave the problem
of China's future to time to unravel.
The East is full of surprises, and at
the threshold of a new year we hope for the
speedy restoration of peace throughout the
land and the steady fulfilment of all those
hopes of moral and material progress which
have been the inspiration of the revolution.

There will be no issue of the Hongkong
Daily Press to-morrow.Our annual Trade Review will be published
in our next issue.

H. E. the Governor has been pleased to
appoint Mr. R. Hall to act as Second
Assistant Marine Surveyor, with effect from
the 4th January, 1912, and until further
notice.

The Gazette publishes an Order in Council
bringing into effect from November 24th
1911, a treaty of mutual extradition of
criminals between the United Kingdom and
Siam. The ratifications of the treaty were
exchanged in London in August last.

During the month of October the re-
venue of the Colony amounted to \$752,536.91,
and the expenditure to \$950,922.03. The
balance at the end of the month amounted to
\$1,055,250.05 against \$1,853,636.07 at the
end of the previous month.

H. E. the Governor has been pleased
under instructions from the Secretary of
State for the Colonies, to appoint Mr. W.
Russell to be First Assistant Marine Sur-
veyor, vice Mr. W. Arthur Craik resigned
with effect from the 4th January, 1912.

Mr. Henry Trotter, of St. Saviours, Jersey,
successively Inspector of Post Offices,
Ceylon, Postmaster-General of Ceylon, Post-
master-General of the Straits Settlements,
and Resident Councillor of Penang, who
died on October 20, aged 77, left personal
estate valued at £13,791.

An inquest was held at the Magistracy on
Saturday morning, before Mr. Irving and
a jury, into the circumstances connected with
the death of a prisoner who died in goal.
Evidence was given by Dr. P. Kelly to the
effect that death was due to general debility,
and a verdict of death from natural causes
was returned.

H. E. the Governor has been pleased to
appoint Mr. E. A. Irving to act as Chairman
of the Board of Examiners and the Hon. Mr.
E. R. Hallifax to act as Chairman of the
Hongkong Technical Institute Advisory Com-
mittee during the absence on leave of the
Hon. Mr. A. W. Brewin, C.M.G., or until
further notice.

H. E. the Governor has given his assent
in the name and on behalf of H. M. the
King, to the following Ordinances passed by
the Legislative Council—Ordinance No. 60
of 1911.—An Ordinance relating to Public
Health and Buildings. Ordinance No. 61
of 1911.—An Ordinance to amend the
Statute Laws (New Revised Edition) Ordina-
nce, 1911. Ordinance No. 62 of 1911.—An
Ordinance to amend the Law Revision
Ordinance, 1911. Ordinance No. 63 of 1911.
—An Ordinance to amend the Law Amend-
ment Ordinance, 1911. Ordinance No. 64
of 1911.—An Ordinance to further amend
the Foreign Offenders Detention Ordinance,
1872. Ordinance No. 65 of 1911.—An
Ordinance to provide for the issue by the
Mercantile Bank of India, Limited, of Bills
and Notes payable to Bearer on Demand.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

TUAN FANG'S RUSE.

LONDON, December 30th.

A telegram from Shanghai states that
Tuan Fang, who was reported to have been
killed by his soldiers, has arrived in Peking
disguised as a coolie. It appears that he
bribed the soldiers to announce that they
murdered him. They killed a pig, and
exhibiting their bloody swords, vowed that
the blood was that of Tuan Fang.

RUSSIA AND PERSIA.

LONDON, December 30th.

Authentic dispatches from Tabriz show
the report of the Russian excesses to be
wholly unfounded, and it is equally untrue
that the Ark was destroyed. There were no
casualties among the foreigners, but it is
supposed that the Russian losses were from
100 to 200. The mortality among the
native non-combatants was not large. The
Russian occupation is now complete, all the
Fidais have disappeared, and the banks and
European houses are resuming business.

LATER.

Reuter's Calcutta correspondent states
that the Government is considering the
question of sending troops to the Persian
Gulf.

LATER.

Reuter's correspondent at Teheran wires
that there are now 4,000 Russian troops at
Tabriz.

SOCIAL EVILS.

MR. LLOYD GEORGE AT CARDIFF.

LONDON, December 30th.

Mr. Lloyd George, addressing a confer-
ence of ministers and lay workers at Cardiff,
said his aim was to create an atmosphere
which would compel whatever party was in
power to deal with the great social evils.
There was a world full of wretchedness and
misery, but there was a sufficiency of wealth
in this land to make provision for it. Charity
was a hopelessly inadequate remedy. He
had a much more effective way, though not
so popular. There was more poverty to-day
than ever before, and more economic bond-
age. He dwelt on the fearful housing
accommodation in rural Wales, and said the
Churches must rouse the conscience of the
people. The moment one attempted to
remedy poverty one was immediately
accused of socialism, of setting class against
class. It was time to get rid of these
cockatoo phrases of unthinking people with
limited brains. He was prepared to face
abuse, insolence and calumny, but he was
convinced that though he might meet with
storms, it would be his destiny to complete
his voyage.

ROYAL RETURN TO CALCUTTA.

LONDON, December 30th.

The Queen, on her return from Rajputana,
met the King at Bankipur, and proceeded
with him to Calcutta.

LATER.

Their Majesties arrived at Calcutta and
met with a remarkably fervid welcome. The
city decorations were superb. The King's
remark that Calcutta would always remain
the premier city was loudly cheered.

ESCAPE FROM A GERMAN
FORTRESS.

LONDON, December 30th.

Reuter's correspondent at Berlin wires
that Captain Lux, a French officer who was
sentenced on the 30th July last to six years'im-
prisonment for espionage, escaped from the
German fortress at Glatz, where Captain
Trenck is confined. The Captain made his
escape by filing a bar of his window and
sliding down a smooth wall by a rope, which
he had made, into the street.

SPAIN AND MOROCCO.

LONDON, December 31st.

Reuter's correspondent at Madrid wires
that official reports place the Spanish losses
on the 27th inst. at four officers and 60
men killed and 16 officers and 210 men
wounded. The Moors have received fresh
reinforcements and further obstinate fight-
ing is expected.

TURKEY AND ITALY.

LONDON, December 30th.

Reports from Rome state that the Italian
column, which advanced up the Derna River
on the 26th inst. to protect the engineers
who were repairing an aqueduct which
supplied the town with water, came into
contact with a large force of Turks, who
had many quickfiring. The Italians foiled
a turning movement, and after a sharp fight
retired to their entrenchments. Their
casualties were three killed and 77 wounded.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A LANGUISHING INDUSTRY.

ADMIRALTY CONTRACT SYSTEM.

LONDON, December 31st.

The Admiralty is negotiating with a
northern shipbuilding firm to arrange to
build two cruisers on the Thames, in the
hope of giving the Thames shipbuilding
industry another chance of life.

The Thames workers held a demonstra-
tion and unanimously passed resolutions
condemning the system of driving the bulk
of the Admiralty contracts into the poorest
paid districts, urging the just consideration
of the difference in the wages between
London and the outports, and demanding
the appointment of a Royal Commission to
enquire into the Admiralty contract system.
Among the speakers was the Unionist
member, Sir William Ball, who declared
that the Government must bear the differ-
ence in the cost of the London and northern
contracts in order to maintain the Thames
yard.

In the Thames contract a contingent of
men are working the northern hours of 53
weeks instead of 48. A demonstration of
Thames workers was previously arranged to
meet in Trafalgar Square and demand
"Fairplay to the Thames."

P. AND O. STOCK.

INCREASE OF TRAFFIC.

LONDON, December 31st.

Deferred stock in the Peninsula and
Oriental Company has risen 22 points during
the past fortnight. It is believed that
negotiations are pending or have been com-
pleted with competitors in the Australian
trade, and also to increase the traffic be-
tween South Africa and Australia. It is
further rumored that the P. & O. Company
will work in harmony with the Royal
Mail Company at all points where their lines
converge.

PORTUGUESE CLERGY EXPELLED.

LONDON, December 31st.

A Lisbon telegram states that the Arch-
bishop has expelled from their dioceses for
two years the Patriarch of Lisbon and the
Archbishop of Guarda, Administrator of
the Bishopric of Oporto, for refusal to com-
ply with the separation law and inciting the
clergy against anti-clericalism in the Re-
public. The Episcopate has sent a letter to
the President of the Republic, declaring it
impossible to accept the Government inter-
ference and warning him of the danger of
embittering the Catholics.

LABOUR DISPUTES IN GREAT
BRITAIN.

LONDON, December 31st.

The Non-Unionist, Riley and his wife,
have been obliged to leave their home at
Acrington, which was besieged by hostile
operatives, who otherwise are displaying a
quiet disposition and appear to be enjoying
the extension of the Christmas holidays.
Sir George Askwit is now in communica-
tion with both parties to the cotton dispute.

ANGLO-AUSTRALIAN CRICKET.

SECOND TEST MATCH.

LONDON, December 30th.

The second test match between the Mary-
lebone team and Australia was commenced
in Melbourne in a showery weather
and before a large attendance. Australia
won the toss and batted first, but could only
reach the low total of 184. Ransford scored
43 and Hordern 4. Barnes, who captured
five wickets for 4, was responsible for the
small score. The Marylebone team lost one
wicket for 38 runs.

NEUTRALITY OF EGYPT.

LONDON, December 31st.

Reuter's correspondent at Malta wires
that the Duke of Suffolk has been ordered
to proceed to Egypt under sealed orders.
He goes to preserve the neutrality of Egypt.

ATTACK ON BRITISH CONSUL.

LONDON, December 31st.

The Foreign Office announces that the
wounds sustained by Mr. Smart, the British
Consul at Shaz, were of a very slight
nature.

MORE CIVIL SERVANTS.

LONDON, December 31st.

The rank of the civil servants will be
swelled by 180 at midnight on New Year's
Eve, when the Government takes over the
business of a National Telephone Com-
pany. The staff has arranged concerts,
dinners and dances to celebrate the change.

AUSTRIAN CRICKETERS
IN ENGLAND.

LONDON, December 30th.

Reuter's correspondent at Melbourne
wires that Board of Control has appoint-
ed Hill, Ired and McAlister to select the
Austrian team for England. Hill has
been appointed captain of the team and
Trumper vice-captain.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

"THE GREAT PEACE."

LONDON, December 30th.

Reuter's correspondent at Washington
wires that the "Eve of the Great Peace"
dinner has been held, at which President
Taft was the guest of honour.

Mr. Roosevelt has published an article in
the "Outlook" denouncing the arbitration
treaties as telling against peace. He says
it "is putting us as a nation in an attitude
of unctuous and odious hypocrisy."

WORLD'S BOXING CHAMPIONSHIP

LONDON, December 31st.

A Chicago wire states that Johnson has
agreed to fight McVea in Sydney, probably
on Easter Monday. He is to receive a
purse of thirty thousand dollars, and five
thousand dollars training expenses.

BERLIN POISON MYSTERY.

LONDON, December 31st.

Berlin is alarmed over the unsolved
poison mystery. The cases at the Municipal
shelter have reached 132, and sixty deaths
have occurred. The Kaiser has demanded
a report from the Home Minister. There
have been similar cases in other parts
of the city, but hitherto only the ill-nourished
poor have been affected.

SHIPPING NOTES.

Nearly 90 per cent. had been paid for
reinsurance in London by December 7th on the
steamer *Gleffanlock* overdue from Singapore to
Hongkong.

Underwriters in London were considerably
interested in the cargo on the big steamer
Oanfa which was reported from Peking. The
Oanfa loaded named salmon and also lumber at
several Pacific Coast ports, and then proceeded
across the Pacific to Yokohama and Shang-
hai, and homeward to Peking by way of the Straits
Settlements and Colombo. Later advice
appear to show that the fire was confined to
hamp, of which there are 3,600 bales in the
shelter dock, but that cargo in holds Nos. 3 and
4 below has been damaged by water. The
cargo in these holds consisted of 1,600 bales of
wool, 13,000 cases of salmon, and 2,500 cases of
whale oil.

LOCAL SPORT.

CRICKET.

CHAIKINGOWER & NAVAL YARD.

This league match was played on Saturday
and resulted in a win for Chaikingower. The
scores were:—

NAVAL YARD.				
Fisher, c Vivesh, b Lammert	...	...	...	7
Smith, c Norris, b Taylor	...	...	...	65
Foster, b Taylor	...	...	...	10
O'Leary, c Vivesh, b Pestonji	...	...	...	2
Morton, c Vivesh, b Pestonji	...	...	...	0
Mattcock, b Taylor	...	...	...	0
Bonnett, c E. Braga, b Pestonji	...	...	...	0
Loitch, b Taylor	...	...	...	0
Crocker, not out	...	...	...	4
Dunlop, c and b J. Braga	...	...	...	4
Pellatt, b Taylor	...	...	...	0
Extras	...	...	...	18
Total	...	...	...	106

Bowling Analysis.				
Taylor	...	...	...	6
Lammert	...	...	...	1
Pestonji	...	...	...	2
Braga, J.	...	...	...	1

CHAIKINGOWER.				
G. A. Haincock, not out	...	...	...	107
W. H. Vivesh, b Dunlop	...	...	...	3
L. E. Lammert, c Crocker, b Dunlop	...	...	...	8
R. Bass, c Foster, c Dunlop	...	...	...	0
J. V. Braga, b Dunlop	...	...	...	0
E. L. Braga, b O'Leary	...	...	...	0
R. Pestonji, not out	...	...	...	12
Extras	...	...	...	12

Five wickets for 179				
Dunlop	...	...	...	4
Mattcock	...	...	...	18
Morton	...	...	...	14
Smith	...	...	...	34
O'Leary	...	...	...	22
Fisher	...	...	...	18
Foster	...	...	...	21

BOXING.

Bill Lewis is leaving nothing to chance in his
double-barrel fight which is to take place in the
City Hall on the 6th inst. He is in the pink of
condition, and gave an indication of his quality
at the V.R.C. Gymnasium last evening when
he won fourteen rounds with four sparring
partners without a breathing interval, and was
up remarkably fresh. In the forthcoming
he apparently realises that while he holds
account for one man, he has two clever to
contend with, and must be in extra good
condition to win out with the second. Of his
opponents will doubtless miss the count but the
other has the chance of continuing a tired
"Bill" and getting in the wing blow.
This is where the interest will be. But the
preliminaries will also be interesting.

The Chinese of Hongkong are having
a general holiday on Monday to celebrate the
election of President Sun Yat Sen. Permis-
sion is being asked to discharge.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, December 29.

REPUBLIC PROCESSION.
(This afternoon about two o'clock a
message was received from the North to the
effect that Sun Yat Sen had been made first
President of the Chinese Republic and the
new National flag was hoisted amid great
jubilation. The new flag is of five colours
arranged horizontally in the order of red,
yellow, blue, white and black. At the police
station opposite Shamene, the bugles played
and firecrackers were let off right along the
creek to the accompaniment of continued
cheering. The Cantonese have a knack of
getting hold of wrong information and often
at the wrong time; but this would appear,
from the universal way in which the news
was received, to be true. The exact feelings
of the public on the matter will not be
evident for a few days but the excitement
dies down, but the "five-coloured" flag is
taking the place of the blue flag with the
white star all over.

WAR TROOPS LEAVING.

A large company of soldiers have been
drilling these last two days on the open space
of ground in front of the Fui Lai temple at
the East Gate of the city. They are a
comparatively efficient body of men, well clad
and well armed and well under the control
of their officers. They are preparing to
proceed to Hu-poh province to help in the
maintenance of order. Many troops have
now left Canton and it would seem some-
times as if they were sending away too
many of the best troops and keeping too
many of the latest additions to the fighting
strength of the army.

THE "CLEVELAND" TOURISTS.
The second batch of Cleveland Tourists,
arrived yesterday afternoon and went
through the same programme as the previous
batch. Everything went swimmingly as on
the previous day and the tourists expressed
themselves highly pleased with the reception
they received everywhere they went in
Canton. On the Admiralty Pier were wait-
ing a number of deputations from the differ-
ent merchant guilds to invite members of the
American visitors to tea and to take them
to see different sights. The *Kinsan* was
cheered to the echo as she left the wharf
shortly after five, and the Chinese won't
forget the Cleveland visitors for some time.

SHAMENE.

The final for the tennis championship of
the island was played yesterday before a
large attendance. Messrs. Thorne and
Comrie were the finalists and Mr. Thorne
proved an easy winner, winning by two sets
to love, 6-1 and 7-2.

"FACING THE MUSIC."
The Club Theatre in Shamene was crowd-
ed with a pleased and enthusiastic audience
on Thursday night when the Canton Amateur
Theatrical society presented that well known
three-act farcical comedy "Facing the
Music." Mr. Darnley's play has been put on
the stage before at Hongkong, Shanghai and
Tientsin and is one that lends itself readily
to an amateur performance. The plot is a
flimsy structure of elaborate complications
gradually developing towards a climax. A
series of amusing situations is produced
owing to the fact that two John Smiths live in
the same block of flats, one being a "flat"
himself and the other a person. Both have
wives and one of the men has had a night
out and has an adventure with a strange
lady who subsequently visits his flat and is
taken to be his wife. Comic effects and
misconceptions succeed each other in an
amazing fashion, giving simple opportunity
for successful acting. The C. A. T. S. have
lost a considerable number of their recognised
performers, but new blood has arrived on the
scene which more than makes amends for
their loss. Mrs. Combe as the other
Smiths wife and Mrs. Butler as the Rev.
Smiths wife gave an excellent rendering
of their leading parts, and the Gay
Fotheringay from the Bijou theatre, an
assured well-dressed young lady, dis-
tinctly dramatic touch was ex-
cellently well portrayed by Madame Richard T.
Sporting Jouse Keeper, playing Mr.
Hogg, who one of the features of his play
and her little bit on with the klan
appeal to the house. Mr. Bai in the
other Mr. Smith was the star of the
evening and his interpretation of the scene
in Lester Square was a really a piece
of art. The milk and water cate was
ably rendered by Mr. Rossie and T.
Colonel was typically portrayed by M.
artin.

RANDOM REFLECTIONS.

A Happy New Year to you!

By the time these notes appear in print 1912 will have been ushered in, and the usual reflections will have been made as to the flight of time. It is on occasions like this that we feel that we are not so young as we used to be, and the fact that our memory can take us back over many New Years spent in various ways and in different places makes us realize, if only for a moment, that we are growing old.

Still the New Year is not a time for dull thoughts or sad reflections. It is essentially a period of hope and joy, and even the most disheartened and most pessimistic finds himself hoping for better things in the year to come. It proves the words of the poet that "Hope springs eternal in the human breast." May we all be able to look forward to the future with happy anticipations.

Of course there will be many good resolutions made at this time. As a rule it is only the younger generation who are so impressed at the end of the year with their shortcomings that they resolve to do better henceforward, and it is well they should do so, even if their resolutions are not fulfilled. The fact that they are conscious of shortcomings makes them more human and less inclined to be critical of others. It is not for people to reach the cynical age when they cease to make good resolutions too soon. Give me the man and the woman who is young enough to attempt to do better. I admit there are not too many in Hongkong, but nevertheless they may leave the others.

The weather at Christmas was all that could be desired, bright and breezy, and a continuance of these ideal conditions will contribute much to the outdoor pleasures of the New Year.

Speaking of the New Year, which is our second holiday within a week, brings us to the consideration of the question of holidays and the suggestions made both by the Government and the Chamber of Commerce. That a better distribution of holidays is advisable is apparent when it is borne in mind that there is no break from August Bank Holiday till Christmas. The disappearance from the calendar of the King's Birthday on the 9th November has upset the balance of holidays. The establishment of Trafalgar Day as a holiday would be lacking in good taste, and the disappearance of Whit Sunday from the calendar would be regretted.

The suggestion of the Chamber of Commerce that an extra holiday be instituted in the Autumn preferably in November, seems to me to meet the circumstances. It may be called Empires Day or any other name which it is desirable to commemorate. If this arrangement were effected it would restore the balance of holidays.

However, while considering this question of holidays, it should not be overlooked that some few months ago the Chinese Throne proclaimed an Edict in favour of the adoption of the Gregorian calendar. At one time such a sweeping change might have seemed impossible, but with the establishment of a republic in China it is not at all likely that the reformers will care to continue to date their performances from a dynasty which has ceased to be recognised. In these circumstances the Chinese New Year Holidays and the Western would synchronise, with the result that the number of holidays in the first half of the year would be reduced. In that event I might suggest that one or more holidays be instituted during the Race Meeting in February. Still, the subject is one which should not be settled off hand, and it may be as well to wait the development of events.

Another postponement in the opening of the Law Courts! How often have we heard the date fixed for their opening being stated with a fair amount of certainty to be affirmed with a change of date with even more certainty some months later. The Law Courts were to have been completed in the middle of the past year. Then they were to be ready certainly for Christmas. Now, the date of their opening is fixed for China New Year. If the Director of Public Works is asked any more questions on the subject he is almost sure to blush.

It was rather unfortunate that the waters of the harbour should have been so boisterous as they were on Christmas Day, for they caught a number of people at a weak moment. It may have been due entirely to the motion of the launch or it may have been due to Christmas fatigue, but several people who crossed the deep experienced a queer sensation which made them rush to the side of the boat. *Mal-de-mer* is decidedly unpleasant, and it has to be recorded that its victims on Monday met with little sympathy from their fellow-passengers. And this at the season of peace and good will, too!

Sarcasm in pidgin English is seldom successful, but when it is effective it is worth recording. The other day the "number one" in a local workshop was addressing an inferior with a wonderful fluency which roused the envy of a European who asked what the matter was. "Oh," was the ready reply, "he no savvy any thing; only savvy eh!"

RODERICK RANDOM.

WHY NOT WAKE UP FRESH AND FIT?
PINKLETS make all the difference between beginning the day badly or well; dispel drowsiness, cure Biliousness, prevent Headaches, Tiredness, and all the ailments of a sluggish system. As gentle as Nature, for sixty years from Chemists, or post free, from The Dr. Williams' Medicine Co., 84, Southview Road, Shanghai.

CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

RAILWAY MIS-MANAGEMENT.

Hongkong, 30th December, 1911.

SIR,—I enclose copies of correspondence I have had with the Hon. Colonial Secretary on the subject of the mis-management of the British Section of the Kowloon-Canton Railway, which correspondence you may perhaps think of sufficient general interest to print. It appears that our railway, which has cost a million sterling, and to start which the Colony has paid an expert from India £2,000 a year, is still, after a year's running, short of engines and rolling stock, and that if anyone were prepared to pay for supplementing the present very meagre service of trains the railway administration would not be able to meet the demand. Further that, instead of taking care to elaborate a system for safeguarding the goods committed to its care, much time and thought has been spent in elaborating a system for safe-guarding the administration from responsibility for the negligence of its servants.

Your faithfully,

L. GIBBS.

Hongkong, 28th September, 1911.

The Hon. Warren Barnes, Colonial Secretary.

SIR,—I wish to draw the attention of the Government to the question of the train service on the British Section of the Kowloon-Canton Railway. From the time I have recently published it appears that there are 4 trains leaving Kowloon northward and 4 trains leaving Shum Chai southward daily. The departure times of the "through trains" are given at intermediate stations so that it is uncertain whether they stop or do not stop at these stations. Assuming that they do stop, the first train in the morning will leave Shum Chai at 9.00, Fan Ling at 9.13, and Tai Po at 9.30, arriving at Kowloon at 10.30 a.m. and the last train in the afternoon will leave Kowloon at 2.25, Tai Po at 2.51, Fan Ling at 3.04, and arrive at Shum Chai at 3.17 p.m. The Governor in his report on the Blue Book for 1910 has stated that "it is considered that there will probably be a considerable development (i.e., in connection with the building of European dwellings in the neighbourhood of Tai Po) in future." I submit that the train service advertised precludes any such development. My own case is not encouraging to anyone desirous of building in the neighbourhood. In 1904 I bought land from the Government and built a bungalow for pleasure purposes at Tai Po. This bungalow was resumed for the purposes of the railway. Acting on the knowledge that a railway was to be built, and assuming that trains would be run for the accommodation of the locality, I acquiesced in the Government proposal to accept an exchange of land for my original lot and agreed to a building covenant being imposed on the new lot, though I had already fulfilled one on the original lot. Having now spent \$8,000 on my new house, and find it is useless to me except for pleasure purposes. I cannot, of course, expect the Colony to run a train for my special benefit, but, entirely agreeing with His Excellency's statement quoted above, I think if a train service were arranged to admit of Hongkong business men residing at Tai Po it would be to the general advantage. A train leaving Tai Po daily between 8 and 9 a.m. and leaving Kowloon between 5.30 and 6.30 p.m. would serve this purpose. I have the honour to request that you will submit the above for the consideration of H.E. the Governor.

Your obedient servant,

LAWRENCE GIBBS.

Colonial Secretary's Office,

Hongkong, 30th October, 1911.

SIR,—In reply to your letter of the 28th ultimo I am directed to inform you that you have given correctly the times of the 1st slow train in the morning from the frontier to Kowloon, which it arrives at 10.30 a.m., but that the last slow train in the afternoon is timed to leave Kowloon at 3.45 p.m. and reach Fan Ling at 5.05 p.m.

2.—It is, as you point out, impossible to run a train at a loss to the Colony for the benefit of a few individuals; but the public may rest assured that as soon as there are sufficient private houses being built in the vicinity of Railway Stations in the New Territories to warrant the expenditure, the railway will endeavour as far as possible to run trains to suit the convenience of the occupants.—I am, Sir,

Your obedient servant,

(Sgd.) WARREN BARNES,

Colonial Secretary.

L. Gibbs, Esq.

4th October, 1911.

The Honourable Colonial Secretary.

SIR,—I have to acknowledge receipt of your letter No. 2 in 4814/10 of 3rd October. I should be glad if I might be informed for what sum per month the Government will run additional trains, or alter the times of existing trains so that there shall be a train leaving Tai Po daily for Kowloon between 8 and 9 a.m., and one leaving Kowloon daily for Tai Po between 5.30 and 6.30 p.m.

Your obedient servant,

L. GIBBS.

Colonial Secretary's Office,

Hongkong, 11th October, 1911.

SIR,—In reply to your letter of the 4th instant I am directed to inform you that one train mile now costs about \$3 and that the cost of the train proposed by you would therefore be about \$2,200 per month. I may add, however, that under present conditions the Government could not guarantee to run trains at the hours which you suggest, as the requisite locomotives and rolling stock will not be available until next April. An order for their supply is already in the hands of the Crown Agents for Colonies, and if the Government is satisfied by April next that there is really a desire on the part of the residents in the Colony to develop Tai Po and Fan Ling, an experimental alteration will then be made in the timetable.—I am, Sir,

Your obedient servant,

(Sgd.) C. CLEMENTI,

For Colonial Secretary.

L. Gibbs, Esq.

Hongkong, 10th November, 1911.

The Honourable Colonial Secretary.

SIR,—Referring to your letter No. 7 in 4814/10 of 3rd and 11th October, I wish to suggest that the trains might at least be run to fit the ferry service. The first train from Tai Po is timed to arrive at Kowloon at 10.30 (and is usually punctual). The ferry leaves at 10.40, and the next one at 11.00. It takes not more than two minutes to walk to the wharf, all passengers have eight minutes to wait there. By the length of time which the train waits at Shatin and Yau Ma Tei it would appear quite practicable to expedite the journey by two minutes. The same occurs with the afternoon train to Tai Po, passengers must leave by the 3.25 ferry, whereas if the train were timed to leave at 3.47 instead of 3.45 they might cross by the 3.55 ferry.

Your obedient servant,

L. GIBBS.

Colonial Secretary's Office,

Hongkong, 16th November, 1911.

SIR,—I am much obliged to you for drawing my attention to the inconvenience caused by the Railway Time Table not fitting in with the Kowloon Ferry Time Table, and attention will be given to the point on the next revision of the railway time table.—I am, Sir,

Your obedient servant,

A. W. BROWN,

Colonial Secretary.

L. Gibbs, Esq.

Hongkong, 28th November, 1911.

The Honourable Colonial Secretary.

SIR,—I wish to draw the attention of the Government to following instances of the unsatisfactory working of the British Section of Kowloon-Canton Railway. In the beginning of October I had some furniture, etc., sent to Tai Po, and, after enquiries at Kowloon Station as to what I should do, wrote the letter (Enclosure 1) to the Traffic Superintendent. I received a receipt from the Kowloon Station Master for the goods delivered to him. On my arrival at Tai Po Station at the time arranged to take delivery I found the van partly unloaded and my furniture being carried to my house. If anything had been missing I should not have known who to blame—the railway or the coolies I had engaged to carry. As, however, nothing was missing I made no complaint. On sending out two further trucks it appeared useless under these circumstances to go through any form of taking delivery and I simply sent coolies to take away the goods and signed a receipt for "1 truck furniture" at the request of the Tai Po Station Master. I found that a bag and basket were missing from the third truck load. I had a receipt for these (Enclosure 2) signed by the Kowloon Station Master. I reported the matter to the Traffic Superintendent and to the Police and sent him a cheque (Enclosure 3) for the estimated loss. After I had sent in my claim I signed at the request of the Traffic Superintendent a consignment note for the "truck of furniture," which note, I was told, should have been signed before, but which I was never before asked to sign. The railway authorities now having a consignment note for a "truck of furniture" and an identical receipt for the same refuse to pay my claim (Enclosure 4). On the reasons stated for this refusal I have to make the following remarks:

- (1)—I did not send a consignment note because I had never been told by those in a position to know that one was required. I hold no "proper printed receipt" because one was not given to me.
- (2)—I was not aware, not having been told by those in a position to know, that my own coolies were not expected to do the loading and unloading; they only did it on the failure of the railway authorities to do it.
- (3)—I admit I was wrong in according to the request of the Tai Po Station Master to sign a receipt before I had assured myself that all had arrived.
- (4)—I informed the Traffic Superintendent of the loss, as soon as possible after its discovery, i.e., on the morning of the 14th November, having discovered the loss on the evening of the 13th November. I have already shown why it was useless for me to go through the form of taking delivery at Tai Po Station, and my only chance of checking the goods was therefore on arrival at my house on 13th November.
- (5)—I doubt if anyone ever does make a complete list of the articles in his boxes when changing residence. Such a list could easily be invented, and from the nature of the case such an invention could not be disputed. Such being the case it does not seem reasonable to expect a list.
- (6)—See (3).—On my sending out a fourth truck the railway authorities have had it locked and the key handed to me at Tai Po, exactly as I requested should be done in the first instance, thus admitting negligence on the previous occasions. I submit that such treatment of its clients is not conducive to the success of the railway.

Your obedient servant,

L. GIBBS.

Colonial Secretary's Office,

Hongkong, 20th December, 1911.

SIR,—In reply to your letter of the 28th ultimo, I am directed to inform you that careful enquiry has been made into the circumstances of this case and evidence shows that the loss must have occurred after the goods were delivered to your servants at Tai Po at their request, which, as you admit, was made in accordance with your instructions to them.

I am to add that the whole wagon rates for the four consignments would have been \$355.50 as against the pick-up wagon rate of \$38.57 which you actually paid.—I am, Sir,

Your obedient servant,

(Sgd.) C. CLEMENTI,

Colonial Secretary.

L. Gibbs, Esq.

LINERS OF THE AIR.

GIGANTIC GERMAN AIRSHIPS TO CARRY 300 PEOPLE.

The German aeronautical marconies are now over, and the Minister of War according to a report from Berlin, is now studying a scheme for the building of gigantic dirigibles having envelopes with a capacity of 100,000 cubic metres of gas.

These dirigibles, it is stated, are to be capable of carrying three hundred people at a speed of 88 ft. a second. It is also stated that it has been decided that their construction shall be entrusted to the firm of Hoesen Schlabinger and Wetzel.

SWATOW NOTES.

(FROM OUR OWN CORRESPONDENT.)

SWATOW, Dec. 24th.

ALARMS AND EXCUSIONS.

The essential event of the past fortnight has been the return of the Cantonese leader, Mr. Goe. He came up, with a small gunboat, on December 13th, the nominal object of his visit being to recruit troops for the grand attack on Peking. He has advertised extensively that this is his sole purpose; he has been instructed to raise a force of "veterans," of whom he is to be in command—presumably because he is the most war-hardened soldier to be found among the Revolutionaries of South China. His recruiting does not seem to have met with much success so far: the flagship left for Namoa a day after its arrival, and a hundred or so of men were enlisted there, but the ship was back in Swatow again on the 16th, and has remained here, absolutely inactive, ever since.

Mr. Goe's fixed purpose of devoting his life and energies to the overthrow of the stronghold of the hated Manchu "slaves" has not prevented him and his party from meddling in local politics and manoeuvring for the aggrandisement of the Cantonese clique, and it is pardonable to believe that the recruiting for the northern campaign is as much a blind as was the "American-Chinese Trading Company," and that the little gunboat came and is remaining here for the sole purpose of providing Mr. Goe with a convenient and safe line of retreat in case active hostilities break out and his party is in danger of going under. One thing is certain: Goe's return has been the cause of much unrest, and at times the question of peace or war has been balanced on a razor edge.

No sooner had Goe returned than Chang, who is still at Chauchow, started fulminating against him. Chang's own people maintain that he reported to President Wu the return of Goe, and that the President expressed strong disapproval, and ordered Chang to prevent Goe from making trouble. Chang thereupon bade Goe clear out: Goe replied that he had no intention of staying—he had been ordered North, and North he was going, but, having put his hand to the plough, he could not turn back, and he could not go away and leave Swatow in disorder. Accordingly, he proclaimed his intention of convening a meeting to settle once and for all how Swatow and the Chauchow prefecture were to be governed. He suggested that the people should elect one man to be in supreme command of the military forces here, another at the head of civil administration, and a third in charge of financial affairs. He also suggested that the meeting, when it came off (for no date was mentioned) should deliberate on the form of local government to be followed—should old officials be reinstated? or should the people elect their officials? or should the head of administration of the district (Civil Governor, we might style him) nominate them? In passing, it may be remarked that this is an apt commentary on the boasted "organization" of the Revolutionaries. The President at Canton has appointed a Military Governor, yet Mr. Goe proceeds to call a meeting to elect one. Again six weeks after the overthrow of the Manchu administration here, the Republicans have yet to decide on the form of government to be substituted.

The calling of this meeting did not at all meet with Chang's approval, and he issued many terrific threats against Goe. The latter, however, was in no way daunted by them, and his "National Convention" actually took place on the 20th inst., and, needless to say, endorsed all that Goe had done, and elected him Military Governor. The same night, Chang moved 200 of his troops down to Swatow, and issued a proclamation, denouncing the extreme penalty of the law on Goe, and expressing his intention of forcibly arresting him as a disturber of the peace. The whole affair certainly has a good Gilberian smack, but at the time it seemed more like tragedy.

The next day the atmosphere was distinctly electric. The streets were parolled by heavily armed Cantonese soldiers, while Chang's Chauchow men were trying to find headquarters for themselves. Though the strain is diminished a little now, it has been made evident that the danger of a violent rupture between the two parties is always imminent, and on the afternoon of the 21st a hair might have turned the scale. Each side had arrested some of the other party's men, and the rumour soon got about that fighting had actually commenced. Great crowds started rushing wildly about the streets; palisades were hastily closed; shops put up their shutters. By an unfortunate coincidence, too, the U.S.S. *Monterey* fired a salute just at that time, and to the already excited populace this was easily recognizable as Chang's troops opening fire. It was only by a miracle that actual warfare was stayed off—how it was that no actual fighting took place it is hard to understand, for everything was ripe for it. Whether the explanation is to be found in the restraining influence of the presence of foreign men-of-war, or the pacific counsels of the leaders, or pure funk, the miracle was accomplished. The one moment of supreme tension was passed, and then, as the rumours were shown to be false, confidence was restored and the strain was relieved. Later, through the intermediary of the Chamber of Com-

merce, a temporary truce was patched up: each side released its captives, and Goe renewed his promises to start on the Peking expedition at once—a promise which, up to the present, he has not fulfilled. The situation was, however, so grave that the *Janus* at once came over to the Swatow side of the harbour—a move that undoubtedly had a very good effect, both in reassuring foreign residents, and in showing the Chinese that a strict eye was being kept on their every movement.

What is most difficult to understand is why the Cantonese party (for Mr. Goe is obviously a mere man of straw pushed forward by a caucus) should make such a point of establishing themselves in Swatow. Popular sentiment does not call for their presence, and they are certainly not endearing themselves to the people by these continual crises. It seems established that they have not the support of President Wu, and are acting against his orders; while Chang, the head of the Chauchow party, is recognizing Wu's supremacy. The simplest solution would seem to be found in a fear that Swatow will, unless a strong Canton element be implanted in the local government, secede to Fukien when the Manchu dynasty is finally supplanted by the Republicans—the complete autonomy of Swatow is too absurd to be seriously discussed. But President Wu would seem to have no fears as to the loyalty of Swatow and Chauchow. Again, it may be that personal ambition on the part of a small section of the Canton party is the true explanation. It should be pointed out that Chang is personally unpopular among the local people, and, *ceteris paribus*, Goe would certainly win their suffrages.

The local press prints an announcement from the American Consul to the effect that Mr. Goe's citizenship is temporarily suspended while reference is being made to the higher authorities. The American-Chinese Trading Company has—similarly ceased to be American.

TWELVE OCEANGOING SHIPS FITTED WITH OIL ENGINES.

A FOURTEEN THOUSAND TON SHIP IN CONTEMPLATION.

In connection with the shipping industry few developments have been so important as the progress made with the use of internal combustion engines for marine purposes. Up to a year ago they were confined to small river vessels and yachts; today there are building, or about to be built, with a view to classification in Lloyd's Register, no fewer than twelve ocean-going ships which will be fitted with oil engines, the largest of them exceeding 8,000 tons gross, while the fact that a motor-driven boat of 14,000 tons is actually in contemplation suggests that an even more notable advancement is about to take place.

The first vessels of size to be equipped with such engines were the *Vandal* and the *Saromet*, with a dead-weight carrying capacity of 700 tons each, built in Sweden six years ago for the *Swedish Match* and *St. Petersburg*, a distance of 63 miles; and the first big motor-boat constructed in this country was the *Teller*, of 1,650 tons gross, which was also the first vessel of the kind to cross the Atlantic, a passage which she successfully accomplished not many weeks ago. Last year, also, the *Vulcanus*, of 1,170 tons, was completed at Amsterdam, but these were regarded.

Now, however, oil-engined boats of liner dimensions are being got ready for service. For the Danish East Asiatic Company there was launched at Copenhagen on November 4 the *Selandia*, of 5,000 tons, while a sister-ship, the *Jutlandia*, was put into the water recently on the Clyde. Each vessel is about 300 ft. long, with a beam of 53 ft., the propelling machinery consisting of Diesel engines, capable of developing 3,000 h.p.

Both are to have three masts, and the funnels from the engine-room will be led up inside the mizenmast and exhausted at a height of 48 ft. above the deck, the siren on the mainmast being operated by compressed air. There are also building in German yards for the Hamburg America Line two motor-boats of 4,000 and 5,000 tons, and it is expected that they will be ready for sea in January, while a similar vessel of 4,500 tons is in course of construction at West Hartlepool for Messrs. Furness, Withy, and Co., the first British shipping company to engage in such an enterprise on so large a scale.

A SERIOUS COMPETITOR TO STEAM.

As the most serious of the problems have already been solved, it is now confidently believed that the internal combustion engine will soon become a serious competitor to steam propulsion, and, with the discovery and development of new alloys, will to some extent supplant it. There are no funnels, no boilers, and no coal bunkers, the petroleum being stored in tanks along the double bottom of the vessel, and conveyed by pumping apparatus to the motors, so that there will be an entire absence of smoke, soot, and dirt, caused by coal as at present.

Moreover, the machinery space is only about a third of that which is necessary for steam engines, with the result that there will be more accommodation for passengers and cargo. Another advantage is that the engines can be started in five minutes, as compared with fifteen hours required to raise steam with boilers.

MAKING "WINDJAMMERS" PAY.

In sailing-ship circles, too, the hope appears to be widely entertained that oil-engines as auxiliary power may solve the problem of making "windjammers" pay. At any rate, several French owners, in furtherance of this policy, have had motors fitted for the purpose, and at Bordeaux lately the five-masted barquet *La France*, of 6,500 tons dead-weight capacity, the largest sailer in the world, was launched for a Rouen firm. She is provided with two Diesel engines, developing 1,800 h.p., and is intended for the transport of ore from New Caledonia to Europe. The sails and motors combined are estimated to give a speed of seventeen knots in favourable weather, and when the latter are not-retrieved the shafts are uncoupled and the propellers run free. Apart from other uses, the engines may easily help the vessel off a lee shore, as well as get her out of a region of calms.

INTIMATIONS

CRIED WITH PAIN OF SKIN ERUPTION

Suffered 12 Months with Eczema. Face, Hands and Neck Covered. Going Mad with the Irritation.

Got Cuticura Remedies. Found Instant Relief and Was Completely Cured.

"I suffered for twelve months with bad dry eczema. My face, hands and neck were covered with large sores. I was very bad. I had large patches on my face and felt I was going mad with the irritation. I went to the hospital for some time and then had a doctor at home. At the hospital I had to have another doctor. Neither of them gave me medicine, only ointment, and it did not do me any good. I could not do my housework and had to pay to have it and my washing done. My husband thought I would have to go to the infirmary. One evening he bought me a box of Cuticura. I used three boxes of Cuticura Ointment and a cake of Cuticura Soap and was completely cured." (Signed) Mrs. Alice Miners, 30, Ernest Road, Gillingham, Town, Kent, Jan. 5, 1910.

"Cuticura Soap and Cuticura Ointment are specially effective when all the scales are removed from the skin. Cuticura is sold everywhere. Write for a free sample of Cuticura Soap and Cuticura Ointment. Write for a free sample of Cuticura Soap and Cuticura Ointment. Write for a free sample of Cuticura Soap and Cuticura Ointment."

Chas. J. Gaupp & Co.

Beg to invite inspection of their

CHRISTMAS AND NEW SEASON'S GOODS.

EXTRA FINE DIAMOND JEWELLERY

a Specialty.

INEXPENSIVE

MODERN ART JEWELLERY

ENGLISH MOUNTED

CHINESE JADE JEWELLERY

GOLD BRACELET WATCHES

IN GREAT VARIETY.

MAPPIN & WEBB'S

STERLING SILVER AND LEATHER GOODS.

CLOCKS AND TIME-PIECES

of all descriptions.

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INTIMATIONS

XMAS

AND

NEW

YEAR'S

GOODS.

WINES AND PROVISIONS.

CONFECTIONERY.

CRACKERS.

XMAS CAKES.

PLUM PUDDINGS.

NUTS.

NOW ON SHOW.

H. RUTTONJEE & SON,

38 AND 40, QUEEN'S ROAD CENTRAL.

[50]

SOUTHERN CROSS

SOLID GOLD WATCH PUZZLE.

IT DOES YOU NOTHING TO TRY.
To any person who can supply the correct names of these two watches, the puzzle will be solved. The winner will receive a solid gold watch, valued at £100. The puzzle is to be solved by the 1st of January, 1912. The names of the watches must be sent to the Editor of the Hong Kong Daily Press.

[1449]

BENGER'S FOOD

Wherever there is a case of enfeebled digestion, whether from advancing age, illness, or general debility, there is a case for Benger's Food.

When the stomach becomes weakened, the digestion of ordinary food becomes only partial, and at times is painful, little of the food is assimilated, and the body is consequently insufficiently nourished.

This is where Benger's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable.

All doctors know and approve of its composition, and prescribe it freely.

For INFANTS, INVALIDS, AND THE AGED.

The "British Medical Journal" says: "Benger's Food has, by its excellence, established a reputation of its own." Benger's Food is sold in tin by Druggists, etc., everywhere.

By Special Appointment to H.M. The King

WHITELEYS THE LARGEST STORE IN THE WORLD

HIGH QUALITY, MODERATE PRICES, PROMPT ATTENTION

General Illustrated Catalogue (1,250 Pages) or any Departmental List Mailed Free to bona fide applicants.

WM. WHITELEY, LTD. UNIVERSAL PROVIDERS LONDON, W.

TORPEDO LESSONS OF RUSSO-JAPANESE WAR.

At the Royal United Service Institution last month Baron Roenne read a paper on "Protection for Warships against Torpedoes, Mines, and Under-water Hits by Shells." Admiral the Hon. Sir E. R. Fremantle presided.

Baron Roenne said that torpedo nets rigged out all round the ship by means of booms still constituted the principal means for protecting warships against torpedoes. Germany, however, recognizing the uselessness of this arrangement, had already discarded those nets, which when rigged out greatly impeded the speed of the ship and hindered her capacity for manoeuvring. The protection was insufficient since the nets left the bottom of the ship unprotected against mines and against torpedoes launched by submarine boats and since the booms on which the nets were suspended were frequently shattered by shell fire before the torpedo attacks took place. The losses in the Russo-Japanese War through torpedoes, mines, and underwater hits by artillery amounted to 16 battleships, 11 large cruisers, and 35 torpedo-boats and unprotected craft—a total of 62 vessels. Without reckoning those vessels which were temporarily disabled, the loss through torpedoes, mines, and underwater hits by artillery amounted to 20 exclusive of torpedo-boats, unprotected craft, and auxiliary ships. Of these 20, nine were battleships, chiefly of the newest types.

The backbone of a fleet would always be the well-armed battleship, provided with heavy, long-distance artillery, and capable of equal speed with a submarine foe. To safeguard those expensive battleships against possible disaster it would be necessary to improve considerably upon the methods of under-water protection now in vogue. It would, of course, enhance the cost of new constructions as well as increase the weight and displacement, but all those extras would repay themselves enormously in the increased safety and fighting capacity of the ships. Greater confidence in their own safety must also be of inestimable value to the crews. The only really effective arrangement for protecting the ship was one that protected her equally well against torpedoes, submarine mines, and underwater hits by shells. Such a protection might be obtained by constructing the bottom of the ship in a particular manner, by providing more water-tight compartments, and by the addition of novel protecting arrangements. It was generally believed that a sufficiently effective protecting device could not be contrived owing to the excessive violence with which the explosive acted, owing to the increasing weight of projectiles, and also owing to difficulties in the construction of such devices. All these drawbacks could, however, be overcome. The happenings at the battle of Tsushima when it was found that wood, even if disposed behind the armour, might be ignited when the armour was damaged by the explosion of shells or torpedoes, had made it evident that the customary wood linings would have to be discarded.

In the discussion Mr. S. Nonaka, Naval Constructor to the Japanese Navy, said that the torpedo nets should be retained. Anything which would add to the present enormous weight of battleships was to be deprecated if it could possibly be avoided. The Chairman said that he hoped that more had been done in the way of protection under water than they were aware of. They heard a great deal about offensive power above water, but they did not hear much about the defensive power below water, which was absolutely necessary. "At any rate," he hoped that our new First Lord of the Admiralty, who appeared anxious to try experiments upon the personnel, would try such experiments upon the matériel of the Navy as might be necessary.

ROUND THE WORLD.

Commencing in November, 1912, the Deutschland, a steamer in the Hamburg American service, will make her first trip around the world in the tourist service. She is of 17,000 tons and has been so completely refitted as to possess the luxuries of a first-class hotel. The remodelling has cost £150,000 and as a result a grand dining room which will seat 530 people comfortably has been made. There is also a promenade deck which runs completely around the ship from stem to stern. There is also a banquet room which can be turned into a ball room and which has had a new parquet flooring, a tea room, a winter garden and a grill. To do this the speed of the ship had to be reduced from 24 to 18 knots an hour by the removal of seven boilers. The space thus gained has been utilised by the erection of a splendid cold storage plant, coal bunkers and tank for fresh water. In fact as the management have put it the Deutschland will be a magnificent floating hotel with all the modern conveniences. It is understood that all passages on her will be first class only and that her accommodation is nearly all booked already.

THE INTERNATIONAL HYGIENE EXHIBITION.

GRAND PRIX AWARDED TO MANUFACTURERS OF SANATOGEN AND FORMANTIN.

The worth of a "grand prix" depends chiefly upon the character of the exhibition which awards it. In the case of the International Hygiene Exhibition at Dresden, under the patronage of H.M. the King of Saxony, the honour is a genuine one and represents the highest medical opinion in Europe. It is interesting to note, therefore, that the only Grand Prix awarded in the pharmaceutical section at this exhibition has been received, against numerous competitors, by Messrs. A. Wulff & Co., manufacturers of the well-known preparations, Sanatogen, Formant, and Albucatin. The British Section, under the patronage of H.R.H. Princess Christian, was organised by the Lord Mayor of London, Sir Vesey Strong, and played a prominent part at the Exhibition, where all the leading nations were officially represented.

BRITISH TROOPS IN CHINA.

In the House of Commons on the 6th inst. in answer to Mr. Fell (Great Yarmouth, Opp.), Colonel Seely said:—The establishment of British troops in China on November 1 was as follows:—North China, 2,030 all ranks (including 956 Indian troops); South China, 4,274 all ranks (including 1,854 Indian troops). In addition there is at present a British Infantry battalion in North China whose establishment is 933 all ranks. The troops are quartered at Peking, Tientsin, and Hongkong. Mr. Lawson (Tower Hamlets, Mile-end, Opp.)—Does that include the Sikhs employed in the foreign settlements? Colonel Seely.—I cannot be certain without notice; I think so.

WM. POWELL, LTD.

TELEPHONE 346.

Gentlemen's Outfitters.

NEW GOODS for GENTLEMEN'S WEAR.

FANCY WAISTCOATS, TIES AND SOCKS TO MATCH, ETC.

FLANNEL SHIRTS (DAINTY DESIGNS).

(WITH DOUBLE CUFFS AND SOFT DETACHED COLLAR).

The "GALMAC" RAINCOAT.

[1130]

GARNER, QUELCH & Co., WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation.

[1427]

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

"As Sound as a Bell"

is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk.

Thanks To

the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

Beecham's Pills.

Sold everywhere in boxes, price 9d. (36 pills), 1/4 (56 pills) and 2/9 (168 pills).

GIGANTIC

SALE

OF

RECORDS

8000 VICTOR

RECORDS

FROM 50 CENTS.

ROBINSONS.

[734]



DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular use.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

[57]

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"KIOTO," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 2nd Jan., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Jan. will be subject to rent.

Bill of Lading has been effected. SHEWAN, YOUNG & CO., Agents. Hongkong, 27th December, 1911. [1490]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

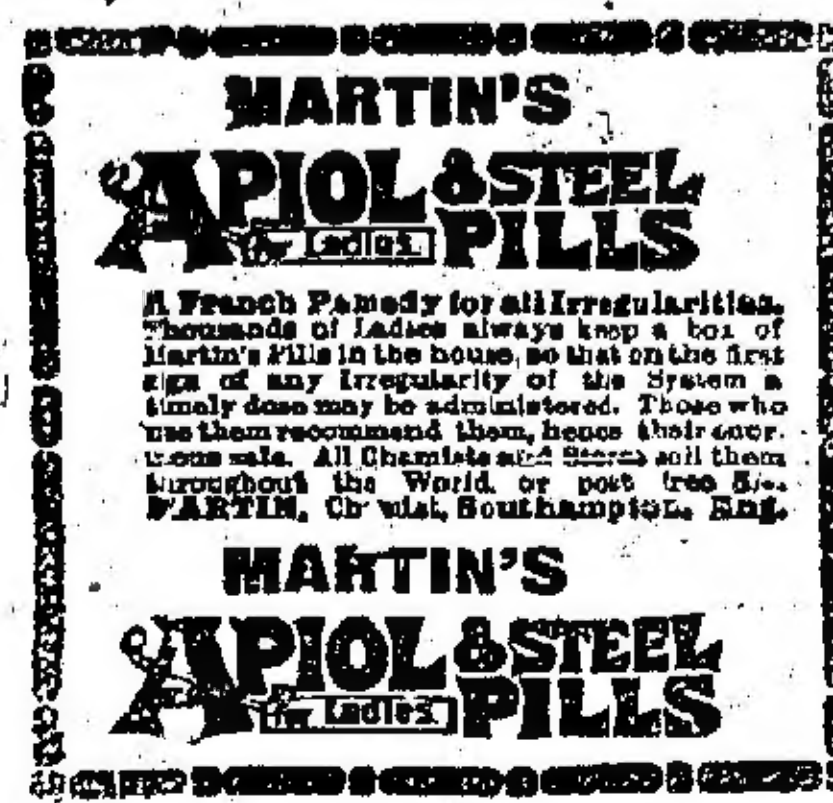
THE Steamship

"BUELOW," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees BEFORE NOON TO-DAY repeating it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Jan. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Jan., at 9.30 A.M. All Claims must reach us before the 10th Jan., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. This Steamer brings Cargo: Ex s.s. "Caboto" from Venice via Port Said. NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents. Hongkong, 28th December, 1911. [5]



These tiny Capsules—superior to Copal, Cubeb, and Injections—CURE the same diseases as those drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name. PARIS, 8, rue Vivienne. Sold by all Chemists.

[103-1]



ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE 1911. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 27th March, 1910.

The Royal Commission

in their final report on Tuberculosis, recently issued, clearly showed that the chief danger to child life resulted from the use of infected cow's milk. To quote an extract: "The Evidence we have accumulated goes to demonstrate that a considerable amount of the tuberculosis of childhood is to be ascribed to infection transmitted to children in meals consisting largely of the milk of the cow."

When the mother's milk is not available, the "Allenburys" Foods form the best substitute, as they are practically identical with healthy human milk in composition, nutritive value and digestibility, and are absolutely free from all harmful germs.

Milk Food No. 1. From birth to 3 months
Milk Food No. 2. From 3 to 6 months
Malted Food No. 3. From 6 months upwards

The "Allenburys" Foods. A valuable addition to baby's diet, when the mother's milk is not available, or when the child is suffering from indigestion or other troubles. These Foods are especially useful during the teething period, when the child is often restless and the mother is distressed.

The Allenburys Foods

promote sound sleep, ensure vigorous health and development, and represent the most successful method of Infant Feeding ever devised.

Pamphlet on "Infant Feeding and Management" sent free. Allen & Hanburys Ltd., London, England.

[79-1]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 4th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Noon 6th Jan.	See Special Advertisement.
LONDON and ANTWERP	SYRIA	About 10th Jan.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOCOTRA	About 12th Jan.	Freight only.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KURICHOW"	On 2nd Jan., 4 P.M.
SHANGHAI	"CHINHUA"	On 4th Jan., 4 P.M.
HAIPHONG	"SINGAN"	On 6th Jan., 10 A.M.
SHANGHAI	"ANHUI"	On 6th Jan., 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 9th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LIVAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI", "CHENAN", "CHINILUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES: SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS. [10]For Freight and Passage apply to—
Hongkong, 1st January, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYUN"	Capt. A. H. Stewart	WED'DAY, 3rd Jan., at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 5th Jan., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th December, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

For HAVRE, ROTTERDAM, HAMBURG and ANTWERP:

		FOR HAVRE, BREMEN & HAMBURG: S.S. DORTMUND... 13th Jan.
		FOR MARSEILLES, HAVRE & HAMBURG: S.S. EGOVIA ... 23rd Jan.
S.S. SILESIA 1st Jan.		FOR HAVRE, HAMBURG & ANTWERP: S.S. SILESIA ... 2nd Feb.
S.S. AMBRIA 15th Jan.		FOR HAVRE, ROTTERDAM & HAMBURG: S.S. SAMBLA ... 3rd Feb.
S.S. GOLDENFELS 15th Jan.		FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SAXONIA ... 16th Feb.
S.S. FUEVIA 8th Feb.		FOR HAVRE, BREMEN & HAMBURG: S.S. AMBRIA ... 18th Feb.
S.S. FUERT BUELOW 20th Feb.		FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SPEZIA ... 27th Feb.
S.S. BELGRAVIA 1st Mar.		
S.S. SACHSEN 12th Mar.		
S.S. C. FERD. LAEISZ 3rd April.		

For Further Particulars, apply to—

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd December, 1911.

INDO-CHINA S. NAV. CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Tuesday, 2nd Jan., D'light.
SHANGHAI	"TINGSANG"	Thursday, 4th Jan., D'light.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 6th Jan., Noon.
MANILA	"WINGSANG"	Saturday, 6th Jan., 2 P.M.
SHANGHAI, KOBE and MOJI	"NAMSANG"	Friday, 19th Jan., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG" and "POOKANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukpa, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS. [15]

Hongkong, 4th January, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 8th March, at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 15th Mar., at Noon.

Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th January, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 8th March, at Noon.

SOUTH AMERICAN LINE.

In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the PUERTO VIEJO NATIONAL RAILWAY at SALINA CRUZ.
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 13th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 13th February, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0
Perce by INTERMEDIATE STEAMER.	
To HONOLULU	£20-0-0
San FRANCISCO	£25-0-0
CHICAGO	£36-10-0
NEW YORK	£40-0-0
LONDON via NEW YORK	£45-0-0

Single and Round Trip to all ports are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned. These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots. Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
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VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,128	WED'DAY, 24th Jan., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,054	TUESDAY, 9th Jan., at 11 A.M.
	"PANAMA MARU"	6,059	SATURDAY, 3rd Feb., at 11 A.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco—

From Hongkong, Shanghai and Keelung

From Nagasaki, Moji, Kobe and Yokohama

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco

G. \$130.00

G. \$110.00

G. \$95.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Tea and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
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FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 3rd Jan., at 8 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 10th Jan., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

772-7781

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU	9,000	WED'DAY, 3rd Jan., at Daylight.
	IYO MARU	7,000	WED'DAY, 17th Jan., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	TAMBA MARU	7,000	TUESDAY, 2nd Jan., at Noon.
	AWA MARU	7,000	TUESDAY, 30th Jan., at Noon.
VICTORIA, B.C. & SEATTLE	SADO MARU	7,000	SATURDAY, 27th Jan., from Kobe
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 19th Jan., at Noon
	YAWATA MARU	5,000	FRIDAY, 16th Feb., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU	5,000	SATURDAY, 13th Jan.
KOBE and YOKOHAMA	TANGO MARU	7,000	THURSDAY, 4th Jan., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 17th Jan., at Noon.
SHANGHAI, MOJI & KOBE	TOSA MARU	6,000	WED'DAY, 3rd Jan.
SHANGHAI and KOBE	MIKE MARU	4,000	MONDAY, 1st Jan.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, Dec. 30th

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	Tons	CAPTAIN	FROM HONGKONG
TANGO MARU	9,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
ARI	9,000	F. Homma	March 13th.
MISHIMA	9,000	A. C. Mose	March 27th.
KAGA	9,000	N. Hingino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	9,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tominga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SANUKI	7,000	N. Noda	April 9th.
AWA	7,000	T. Iriawa	April 23rd.
INABA	7,000	S. Tominga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1051-14-40]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
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to HONGKONG from COLOMBO to MARSEILLES & LONDON (Brindisi 2 days earlier)

COLOMBO

Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
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ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOIRA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 3	April 19
DEVANHA	8000	March 30	MAJIDA	11000	April 27	May 3
DELTA	8000	April 13	MAJIDA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Leave
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SPECIAL OFFER!

HOEHL

CHAMPAGNE

Gout Americain.

FOR

X'MAS and NEW YEAR'S DAY.

You must have your

HOEHL CHAMPAGNE

which will be OBTAINABLE DURING the month
of DECEMBER ONLY:
at the following REDUCED PRICES:

Cases (12 Quarts).....\$35.00 (instead of \$36.00)
" (24 Pints).....\$35.00 (instead of \$38.00)
Cases (12 Pints).....\$17.50 (instead of \$19.00)

(Household packing)

DELIVERY FREE to any House in the
Hill-District, Central-City and Kowloon.
CONDITION: CASH ON DELIVERY.

Obtainable from the Sole Representative for Hongkong and
South China:

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS, 3RD FLOOR. TEL. No. 960.
Hongkong, 13th December, 1911.

POST OFFICE NOTICE

NEW YEAR HOLIDAY.

The Post Office will be open on Monday, the 1st January, from 8 to 9 a.m. only.
In the event of the arrival of the French Mail from Europe the Post Office will be open
one hour for the delivery thereof.
There will be no delivery and no collection of letters on Sunday.
The Money Order Office will be entirely closed.

The *Australica*, with the Siberian Mail, is due to arrive here to-day.

The *Tokio*, with the French Mail, is due to arrive here to-morrow, at 6 a.m.

The *Krona*, with the American Mail, is due to arrive here to-morrow, between 10 and Noon.

The *Dalla*, with the English Mail, has been delayed since leaving Colombo, and is not
expected to arrive here before Friday next.

FOR	PER	DATE
Shanghai	Choyang	Monday, 1st, 9.00 A.M.
Pakhoi and Hanoi	Yantai	Tuesday, 2nd, 9.00 A.M.
Shanghai, Maji, Kobe, Yokohama, Victoria, H.C. and Seattle	Tamba Maru	Tuesday, 2nd, 10.00 A.M.
(SIBERIAN MAIL TO EUROPE)		
EUROPE, A.C. INDIA VIA TATTOORIN		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon)		
Extra Postage 10 cents		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		
Shanghai, Nagasaki, Kobe and Yokohama	Tonkin	Tuesday, 2nd, Noon
(SIBERIAN MAIL TO EUROPE)		
Manila, Cebu and Iloilo	Sui Tai	Tuesday, 2nd, 1.15 P.M.
Swatow, Amoy and Foochow	Kuichow	Tuesday, 2nd, 3.00 P.M.
Port Bay and Hainan	Choshu Maru	Tuesday, 2nd, 5.00 P.M.
(Taking Mails for Pakhoi)		
Swatow, Amoy and Foochow	Si-King	Wednesday, 3rd, 8.00 A.M.
Manila, Cebu and Iloilo	Hainan	Wednesday, 3rd, 10.00 A.M.
Shanghai	Sui Tai	Wednesday, 3rd, 1.15 P.M.
Shanghai	Chinhua	Thursday, 4th, 3.00 P.M.
Swatow, Amoy and Foochow	Tingyang	Wednesday, 3rd, 5.00 P.M.
Shanghai	Haiyang	Friday, 5th, 10.00 A.M.
Swatow, Amoy and Foochow		
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO	Perote	Friday, 5th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		
Haiphong	Eingau	Saturday, 6th, 9.00 A.M.
(Taking Mails for Pakhoi)		
Singapore, Hongkong and Calcutta	Laisang	Saturday, 6th, 10.00 A.M.
Batavia, Cherbon, Samarang, Sourabaya and Macassar	Tjitaroon	Saturday, 6th, 10.00 A.M.
EUROPE, A.C. INDIA VIA TATTOORIN		Saturday, 6th, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon)		
Extra Postage 10 cents		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed on Friday, the 5th Jan. at 5 P.M.		
Manila, Cebu and Iloilo	Wingsang	Saturday, 6th, 1.00 P.M.
Shanghai	Anhui	Tuesday, 9th, 3.00 P.M.
Manila, Cebu and Iloilo	Kaifong	Wednesday, 10th, 10.00 A.M.
EUROPE, A.C. INDIA VIA TATTOORIN		Wednesday, 10th, 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 A.M.)		
Extra Postage 10 cents		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO	Korea	Wednesday, 10th, 1.00 P.M.
SIBERIAN MAIL TO EUROPE		

COMMERCIAL.

CLOSING QUOTATIONS.

December 30th:

ON LONDON:	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 4 months sight	1/10 1/2
Credits, at 4 months sight	1/10 1/2
Documentary Bills, at 4 months sight	1/10 1/2
ON PARIS:	
Bank Bills, on demand	23 1/2
Credits, at 4 months sight	23 1/2
ON GENEVA:	
On demand	190
ON NEW YORK:	
Bank Bills, on demand	45 1/2
Credits, at 60 days sight	46 1/2
ON BOMBAY:	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON CALCUTTA:	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON SHANGHAI:	
Bank, at sight	74 1/2
Private, 30 days sight	75 1/2
ON YOKOHAMA:	
On demand	90 1/2
ON MANILA:	
On demand	90 1/2
ON SINGAPORE:	
On demand	90 1/2
ON BATAVIA:	
On demand	111 1/2
ON HAIKONG:	
On demand	1 1/2 p.m.
ON SAIGON:	
On demand	82 1/2
ON BARCELONA:	
Bank's Buying Rate	\$10.70
GOLD LEAF, 100 fine, per tael	\$56.40
BAR SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$5.37 discount
Chinese	10 " \$5.60 "
Hongkong	20 " \$5.14 "
Hongkong	10 " \$5.35 "

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



A LUXURY TO THE MAN OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS. HONGKONG, DECEMBER 30th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$865, buyers)
China Borneo Company, Limited	60,000	\$12	all	London \$20
China Light and Power Company, Limited	50,000	\$5	all	\$10
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2
COTTON MILLS.—				
Yee Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 83, x. div.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4 1/2, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 65
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 28
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$20 1/2
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$55, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45, buyers
New Amoy Dock Co., Limited	10,000	\$50	all	\$7, buyers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 57
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	Tls. 69
Green Island Cement Co., Limited	7,000	\$10	all	\$3 1/2, sales
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$20 1/2
Hongkong Electric Co., Limited	12,000	\$50	all	\$21 1/2
Hongkong Hotel Company, Limited	15,000	\$10	all	\$19, buyers
Manila Metropole Hotel Limited	50,000	\$25	all	\$20 1/2
Hongkong Ice Company, Limited	60,000	\$10	all	\$18
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$7
Hongkong & South China Steam Fisheries Co., Ltd.	10,000	\$250	all	\$188, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	20,000	\$100	all	\$129, buyers
China Fire Insurance Co., Limited	24,000	\$83.33	all	\$105
China Traders Insurance Co., Limited	8,000	\$250	all	\$352, buyers
Hongkong Fire Insurance Co., Limited	10,000	\$10	all	Tls. 45
North-China Insurance Co., Limited	12,400	\$250	all	\$830, buyers
Union Insurance Society, Limited	12,000	\$100	all	\$212 1/2, @ Ex 73
Yangtze Insurance Association, Limited	50,000	\$100	all	\$100, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$61, sales
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	all	\$30, sellers
Kowloon Land and Building Co., Ltd.	75,000	Tls. 50	all	Tls. 93
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$49, buyers
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 66, sales
Landbouw exploitatie in Laagkat	16,000	Fcs. 250	all	\$65
MINING.—				
Société Française des Charbonnages du Tonkin	200,000	\$10	all	\$33, sales
Raub Australian Gold Mining Co., Ltd.	25,000	\$10	all	\$11 1/2
Peak Tramways Co., Limited	50,000	\$10	all	\$11
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$93, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$29
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$10	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$61, sales
Shell Transport & Trading Co., Limited	10,000	\$10	all	\$80, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$27 1/2, buyers
South China Morning Post, Limited	6,000	\$25	all	\$17, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$22 1/2
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$15, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4 1/2
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$4 1/2, 5 sal.
Weissmann, Limited	15,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	100 shares	\$10	all	\$30 1/2
Union Waterboat Co., Limited	50,000	\$10	all	\$7 1/2, buyers
RUBBER.—				
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Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
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TO-DAY				
Bank Holiday.				
FORTHCOMING EVENTS.				
Saturday, 6th Jan.—Boxing at the City Hall, 9 P.M.				
Wednesday, 10th Jan.—Extraordinary General Meeting of Hongkong Jockey Club, at 12.30 P.M.				
MAILS VIA SIBERIA.				
London	December 9th.	December 25th.		
Shanghai	December 13th.	December 29th.		
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